

REMARK: During night hours, PAPI indications mandatory	APP	<i>Olbia Approach</i>	TWR	<i>Olbia Tower</i>	AD ELEV	L I E O	OLBIA/COSTA SMERALDA
		118.25		125.95 (122.1)	37		ILSDME-S RWY 06



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ILSDME-S RWY 06

MISSED APPROACH: Proceed on RDL 055 SME VOR climbing to 3000 ft. Cross 12 DME SME at 2500 ft or above then turn right to join and follow arc 18 DME SME bound to FEDRA. Hold on RDL 100 SME VOR (inbd track 280°) between 14 NM and 18 NM SME VORDME with left turn.

Diagram illustrating the geometry of a DME arc crossing an ILS glideslope. The diagram shows the intersection of a 3° glideslope (055°) and a 222°-042° DME arc. Key points include the IF (Intercept Point) at 5000 DME, the FAF (Final Approach Fix) at 2625 DME, and the MAPt (Map Point) at 1140 DME. The diagram also shows the ISM GP/DME (Instrument Landing System Glideslope/DME) and the THR (Threshold) at 0 DME. The diagram is labeled with various DME values and angles, and includes a table of DME values for the RDH, GP, and LLZ+DME.

RDH 15 M
GP 3.5°
LLZ+DME 6.1%

OCA(OCH)		A	B	C	D	<div>CIRCLING SECTORS</div> <div></div> <div>WARNING: DURING NIGHT AND IN IMC CONDITIONS CIRCLING IS FORBIDDEN</div>	GS	FT PER MIN	FAF-D3 4 NM	D3-MAPT 2 NM	ISM DME	ALT (HGT)	MNM SECT ALT SME VOR
STRAIGHT IN APPROACH	ILS + DME	220 (185)	230 (195)	240 (205)	255 (220)		80	496	3 : 00	1 : 30	7	2625 (2588)	<div></div>
	LLZ + DME	640 (603)					100	620	2 : 24	1 : 12	6	2255 (2218)	
							120	744	2 : 00	1 : 00	5	1885 (1848)	
							140	868	1 : 43	0 : 51	4	1515 (1478)	
							160	992	1 : 30	0 : 45	3	1140 (1103)	
											2	770 (733)	
CIRCLING (••) (see warning)		900 (863)		1600 (1563)	1960 (1923)	180	1116	1 : 20	0 : 40	1	400 (363)		